

B. F. TAYLOR,
Solicitor.
Lighters and Steam Launches
Supplied.
LOLO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED.
General Managers.

NEW SERIES No. 4106.

日四初月一十年八十二緒光

WEDNESDAY, DECEMBER 3, 1902.

三拜禮

號三月二十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,910,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKYO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARR'S BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

On fixed deposits for 6 months at 4 per cent.

On fixed deposits for 3 months at 3 per cent.

On fixed deposits for 1 month at 2 per cent.

TARO HODSUMI,
Manager.

Hongkong, 30th October, 1902. [19]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$1,000,000
RESERVE FUND \$1,750,000
Sterling Reserve \$1,750,000
Silver Reserve \$4,750,000
RESERVE LIABILITY OF PROPRIETORS, \$10,000,000

COURT OF DIRECTORS:
Hon. R. SHEWAN, Chairman.
A. J. RAYMOND, Esq., Deputy Chairman.
G. Balloch, Esq., C. Michelau, Esq.,
Hon. C. W. Dickinson, J. M. Moses, Esq.,
E. Goetz, Esq., H. Schubart, Esq.,
G. H. Medhurst, Esq., N. A. Siebs, Esq.,
H. E. Tomkins, Esq.

CHIEF MANAGER—
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th November, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Paid up Capital \$324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kiu Shan, Esq., C. Ewins, Esq.,
Chow Tung Shing, Esq., J. Lauts, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,186,000

U.S. Gold \$7,186,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VEXES ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED
On Current Accounts at 2 1/2 per annum.

On Fixed Deposits:
For 3 months 2 1/2 per annum.

" 6 months 3 1/2 " "

" 12 months 4 1/2 " "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [108d]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
2 1/2 per Annum Fixed Deposits for 3 months.

" 6 months 3 " "

" 12 months 4 " "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £650,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" 6 months 3 1/2 " "

" 3 months 3 " "

" 1 month 2 1/2 " "

T. P. COCHRANE,
Acting Manager.

Hongkong, 2nd June, 1902. [11]

Hotels.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Rooms specially reserved for Captains
of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the
MANAGER.

Hongkong, 23rd October, 1902. [116d]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(C.)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

YOKOHAMA.....Bombay.....H. S. Bradshaw.....Daylight, 4th Dec. Freight or Passage.

LONDON, &c.....Parramatta.....F. J. Fox.....Noon, 6th Dec. Freight or Passage.

SHANGHAI.....Valette.....W. B. Palmer, R.N.R. About 6th Dec. Freight or Passage.

SINGAPORE.....Tientin.....W. W. Cooke, R.N.R. About 8th Dec. Freight only.

MARSEILLES.....Shanghai.....E. Spicer, R.N.R. Noon, 10th Dec. Freight or Passage.

ANTWERP.....(See Special Advertisement)

SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).

PENANG, COLOMBO and BOMBAY.

PASSENGER SEASON 1903.

For MARSEILLES, PLYMOUTH
and LONDON DIRECT
WITHOUT TRANSITMENT.....MALTA.....6,064 Tons.....28th March, 1903.

For Further Particulars, apply to
F. A. HEWETT, Superintendent.

Hongkong, 3rd December, 1902.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA.

ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS GALVESTON,
AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers.
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

*KIAUTSCHOU.....WEDNESDAY, 10th December.

*HAYERN.....WEDNESDAY, 24th December.

*KONIG ALBERT.....WEDNESDAY, 7th January, 1903.

*PRINZESS IRENE.....WEDNESDAY, 21st January, 1903.

*ARMSTADT.....WEDNESDAY, 4th February, 1903.

*KARLSRUHE.....WEDNESDAY, 18th February, 1903.

*PREUSSEN.....WEDNESDAY, 4th March, 1903.

*HAMBURG.....WEDNESDAY, 18th March, 1903.

*PRINZ HEINRICH.....WEDNESDAY, 1st April, 1903.

*SACHSEN.....WEDNESDAY, 15th April, 1903.

*KIAUTSCHOU.....WEDNESDAY, 29th March, 1903.

*HAYERN.....WEDNESDAY, 13th May, 1903.

*KONIG ALBERT.....WEDNESDAY, 27th May, 1903.

* Steamers of the Hamburg-Amerika Linie.
* Calling at AMSTERDAM.

ON WEDNESDAY, the 10th day of December, 1902, at NOON, the Steamship
"KIAUTSCHOU" of the HAMBURG-AMERIKA LINIE, Captain Phincheschloss, with
MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at
NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 8th December, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 9th December, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 9th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 26th November, 1902. [156c]

Entertainments.

LANE, CRAWFORD & CO.

CHRISTMAS PRESENTS! WEDDING PRESENTS!

A new and splendid assortment of

Fancy Leather Goods, Electro-Plated Ware, Decorative Table Glassware, Pretty
Dessert Service, Meerschaum and Briar Pipes, Gold and Silver Mounted Amber Cigar
Holders.

TOYS! TOYS! TOYS!

A splendid variety of

Mechanical and other Toys, Dolls, Horses and Carts, Rooking Horses, Noah's Arks,
&c., &c., &c.

FRENCH AND ENGLISH CONFECTIONERY,
GADSBURY'S CHOCOLATES IN FANCY BOXES,
TOM SMITH'S CHRISTMAS CRACKERS.

Hongkong, 27th November, 1902. [732c]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS; Tel. 50.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [17]

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR

Indigestion, Dyspepsia, Flatulency and

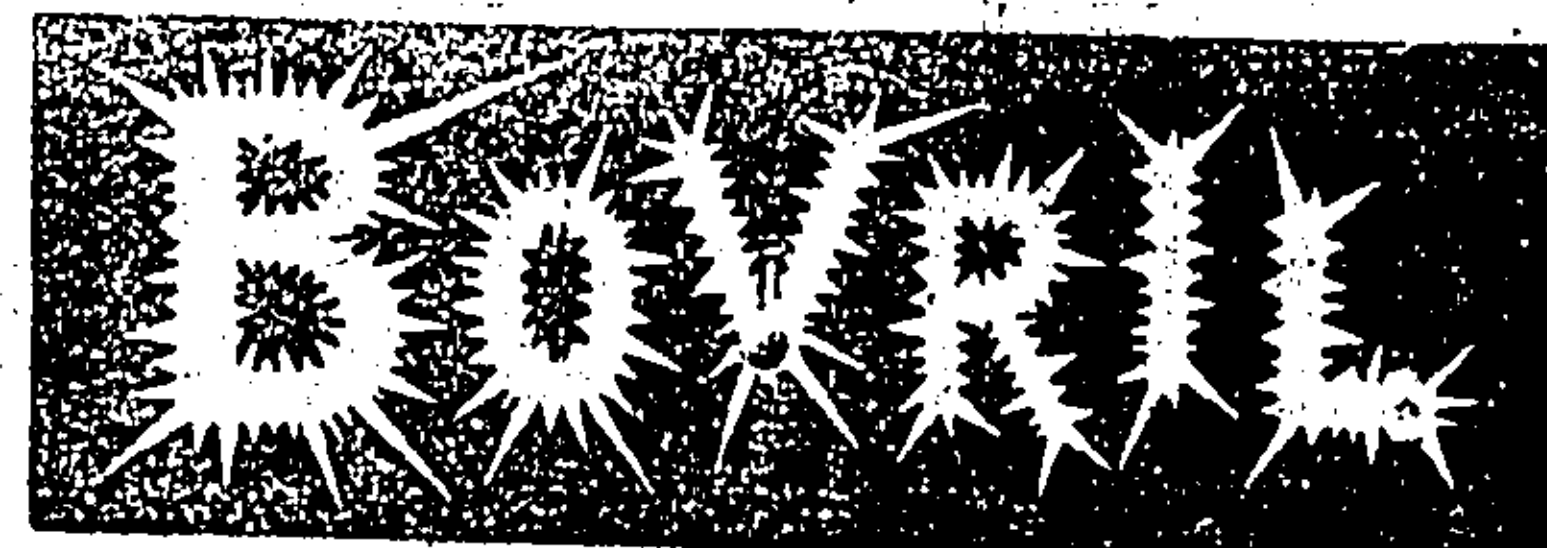
Acidity of the Stomach.

VICTORIA DISPENSARY,
Late Dakin, Orlowski & Co., Ltd.

Hongkong, 15th November, 1902. [16]

Intimations.

Bovril is a food-beverage agreeable
to the taste and of remarkable strengthening
and sustaining properties. It is an ideal
nourishment in cases of sickness and weak-
ness, and when from any cause ordinary
foods are not desirable.



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT
MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS AND PACKINGS,
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best quality.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT.....ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, 108 HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,

Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,

Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoeki, Moji, Wakamatsu,

Karatsu, Nagasaki, Kuohinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSU" (A.B.O. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State

Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and

Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Hokoku, Honda, Ichi-mura, Kanada, Kishima, Mameda, Mannoura,

Onomura, Otsuji, Sasahara, Tsubakuro, Yashiro, Yoshio, Yonokibara and other Coals.

N. INUZUKA, Manager, Hongkong.

63c

CHRISTMAS HAMPERS.

ASSORTMENT OF CHOICEST WINES AND SPIRITS.

CHEAPEST AND BEST IN THE MARKET.

Apply to

H. PRICE & CO.,

12, Queen's Road.

Hongkong, 19th November, 1902. [952c]

AQUARIUS COMPANY.

All the AQUARIUS COMPANY'S Waters are Manufactured

from TREBLE DISTILLED WATER. Absolute purity can only

be obtained by distillation.

AQUARIUS MINERAL WATER.

AQUARIUS SILENT WATER.

AQUARIUS GINGER ALE.

AQUARIUS TONIC.

AQUARIUS LITHIA WATER.

AQUARIUS STONE-BOTTLED GINGER-BEER.

CALDBECK, MACGREGOR & Co.,
SOLE AGENTS.

Hongkong, 13th November, 1902. [122]

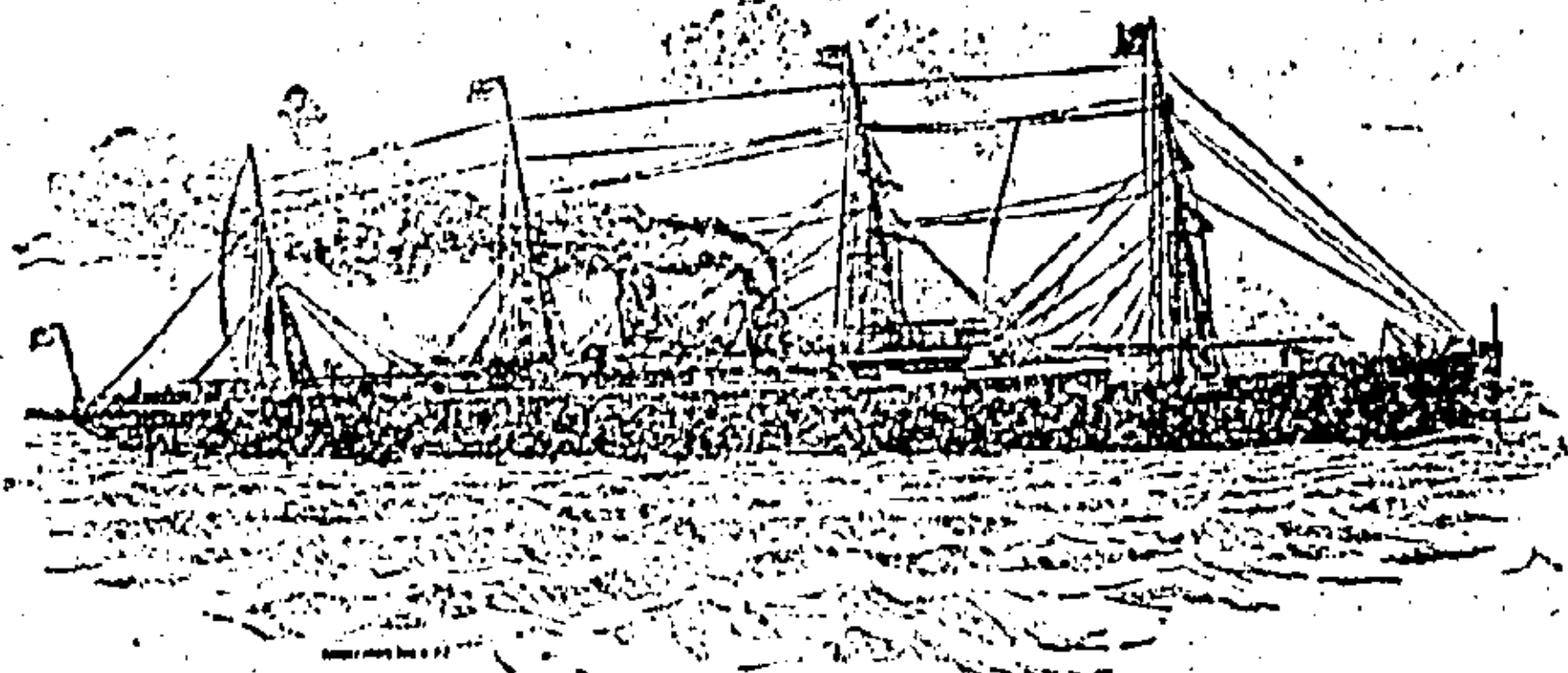
HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1902.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	SATURDAY, 6th December, at Noon.
"KOREA"	SATURDAY, 13th December, at Noon.
"GABLO"	TUESDAY, 23rd December, at Noon.
"HONGKONG MARU"	WEDNESDAY, 31st December, at Noon.
"CHINA"	THURSDAY, 8th January, 1903, at Noon.
"DOJIN"	SATURDAY, 17th January, 1903, at Noon.
"NIPPON MARU"	SATURDAY, 24th January, 1903, at Noon.
"SIBERIA"	TUESDAY, 3rd February, 1903, at Noon.
"CAPRICORN"	TUESDAY, 10th February, 1903, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 6th December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States for Canada.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to St. Louis, St. Paul, and Chicago, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPIRE" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPIRE OF JAPAN"	6,000 Tons	WEDNESDAY, 17th Dec., 1902.
"ATHENIAN"	3,882 "	WEDNESDAY, 31st Dec., 1902.
"EMPIRE OF CHINA"	6,000 "	WEDNESDAY, 14th Jan., 1903.
"EMPIRE OF INDIA"	6,000 "	WEDNESDAY, 11th Feb., 1903.
"TARTAR"	4,425 "	WEDNESDAY, 25th Feb., 1903.
"EMPIRE OF JAPAN"	6,000 "	WEDNESDAY, 11th Mar., 1903.
"ATHENIAN"	3,882 "	WEDNESDAY, 18th Mar., 1903.
"EMPIRE OF CHINA"	6,000 "	WEDNESDAY, 1st April, 1903.
"EMPIRE OF INDIA"	6,000 "	WEDNESDAY, 22nd April, 1903.
"TARTAR"	4,425 "	WEDNESDAY, 6th May, 1903.
"EMPIRE OF JAPAN"	6,000 "	WEDNESDAY, 13th May, 1903.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th May, 1903.
"TARTAR"	4,425 "	WEDNESDAY, 3rd June, 1903.

THE magnificent "EMPIRE" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SUEVIA	HAVRE and HAMBURG.	17th Dec.	Freight.
ADRIA	(Calling at SINGAPORE and COLOMBO).	30th Dec.	Freight.
STRASSBURG	GENOA and HAMBURG.	31st Dec.	Freight.
NURNBERG	(Calling at SINGAPORE and PENANG).	13th Jan., 1903.	Freight.
SILESIA	HAVRE and HAMBURG.	27th Jan., 1903.	Freight and Passengers.
WURZBURG	(Calling at SINGAPORE and COLOMBO).	10th Feb., 1903.	Freight and Passengers.
C. FERD. LAEISZ	HAVRE and HAMBURG.	24th Feb., 1903.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 2nd December, 1902.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

FRIDAY, the 5th December, 1902,
at 2 P.M.
at their

SALES ROOMS, 20, Des Vaux Road,
A CHOICE COLLECTION OF
VALUABLE JAPANESE CURIOS,
Comprising:—

SATSUMA and CLOISONNE VASES,
LACQUERED INLAID IVORY PANELS
and SCREENS, KANGA PORCELAIN
WARE, JAPANESE PICTURES, and OIL
PAINTING, LACQUERED PHOTO AL-
BUMS, JAPANESE CABINETS, TEA SETS,
&c., &c.

Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd December, 1902. [13164]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

SATURDAY, the 6th December, 1902,
at 7.30 P.M.
at their

SALES ROOMS, 20, Des Vaux Road,
A CHOICE COLLECTION OF
VALUABLE JEWELLERY,
Comprising:—

DIAMOND RINGS and BROOCHES,
GOLD and SILVER WATCHES, BRACE-
LETS, SCARF PINS, CHAINS, LOOSE
PEARLS,
&c., &c., &c.

Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd December, 1902. [13171]

Intimations.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY GENERAL
MEETING of the SHAREHOLDERS
of this Company will be held in the CITY HALL,
Queen's Road, Hongkong, at 11 o'clock A.M.,
on MONDAY, the 8th December, 1902, for the
purpose of discussing and, if thought fit, of
approving the Directors' Proposals for Con-
struction of a New Dock as contained in the
Circular to Shareholders dated the 22nd
September, 1902.

THE TRANSFER BOOKS of the Company
will be CLOSED from 9 A.M. to 1 P.M. inclu-
sive on the 8th December.

By Order of the Board,
GEO. A. CALDWELL,
Acting Secretary.
Hongkong, 25th November, 1902. [12861]

THE DAIRY FARM COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY YEARLY
MEETING of SHAREHOLDERS in
the above Company will be held at the Com-
pany's TOWN DEPOT, 7, Lower Albert Road,
Hongkong, on MONDAY, the 8th day of
December, 1902, at 3 o'clock P.M., for the
purpose of presenting the Report of the Directors
and Statement of Accounts to the 31st
July, 1902.

THE TRANSFER BOOKS of the Company
will be CLOSED from the 25th November to
the 8th December, 1902, both Days inclusive.
By Order of the Board of Directors,
S. A. SETH,
Secretary.
Hongkong, 19th November, 1902. [12131]

NOTICE.

THE PRINTING and PUBLISHING
OFFICES of the Undersigned have
been REMOVED to the Newly Built
Premises at the Corner of POTTINGER STREET
and DES VAUX ROAD.

NORONHA & CO.
Hongkong, 29th November, 1902. [1395d]

THE HONGKONG STEAM WATER
BOAT CO., LIMITED.

WE have This Day REMOVED our Office
to the 1st Floor of CORNER HOUSE
of POTTINGER STREET and PRAYA.

J. W. KEW,
Manager.
Hongkong, 28th November, 1902. [1298d]

SALT

HERRINGS

FROM

SCOTLAND.

\$5 A KEG.

RITCHIE & Co.,

Des Vaux Road.

Hongkong, 17th November, 1902. [161d]

Intimations.

THE STEAM LAUNDRY COMPANY,
LIMITED.

WORKS: Causeway Bay (adjoining
Kowloon Station),
TOWN DEPOT—2, Beaconsfield Ar-
cade (Alleyway).

ALL work is done under European super-
vision, and the objectionable prac-
tices, common to Chinese laundries, of
dampening from the mouth and sleeping on
the cloths are not permitted. Collection and
delivery at private residences. Gentlemen's
washing, \$8 per month. Special terms to
families on a special plan to—
F. G. LLEN, Manager.
Hongkong, 1st December, 1902. [1305d]

HONGKONG HOTEL COMPANY,
LIMITED.

WITH a view to avoid the frequent
revision of prices necessitated by the
continued fall in exchange the Hotel Company's
charges will, from the 1st January, 1903, be
quoted in sterling.
Dollars will be accepted at the demand rate
of exchange of the day on which payment
becomes due.

H. HAYNES,
Manager,
Hongkong Hotel,
Hongkong, 1st December, 1902. [1309d]

THE DAIRY FARM CO., LIMITED.

HAVING just received a New Consig-
ment of FRESH AUSTRALIAN
CREAMERY BUTTER, the Company is
now prepared to supply Customers as before.
Price: 90 cents per lb.
Hongkong, 2nd December 1902. [1295d]

XMAS SPECIALITIES.

H. RUTTONJEE has just received and
is showing as follows:—
Cadbury's Assorted Creams, Macaroons,
Montenap, Calf and Flower's Assorted
Toffees, Bitterscotch, Almond Rock, Nougat.
ALSO

French Sweets, viz.: Almond Flats, Rose
Buns, Almonds, Marzipan Almonds, Raspberry
Drops.
10% Discount for Cash.

H. RUTTONJEE,
No. 5, D'Almeida Street,
Hongkong.
No. 39, Elgin Road, Kowloon.
Hongkong, 29th November, 1902. [807d]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$10 per case of 48 bottles (quarts).
Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 29th May, 1902. [1595d]

NOW READY

THE PAMPHLET ENTITLED:
"THE HONGKONG DOCK CO.: ITS
PRESENT AND FUTURE PRO-
SPECTS. Discussed in connection with the
proposal for the construction of a New Dock."

PRICE: 50 cents, cash.

Apply to the

HONGKONG TELEGRAPH
OFFICE,
1, Ice House Road,
Hongkong, 1st October, 1902.

TAI LOONG.

1 and 2, Lyndhurst Terrace.

NEW Kid Gloves, Fancy Dress Goods,
Capes and Jackets, Flannels and Serges,
Wool Shawls.
Hongkong, 14th October, 1902. [1502d]

TSU FAN,
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 28th November, 1902. [1399d]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 3rd January 1903. [126]

**For Nervous
Exhaustion**

CHAPOTEAUT'S
Phosphoglycerate
OF LIME

The modern restoration
of the nervous system.
For invalids, professional
men, teachers, students,
etc., and in debility, sexual
losses, dyspepsia of nervous
origin and insomnia.
It is readily assimilated and
promotes digestion.

PHOSPHOGLYCERATE SYRUP
(CHAPOTEAUT)
PHOSPHOGLYCERATE WINE
(CHAPOTEAUT)
PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAUT)
8, rue Vivienne, PARIS-FRANCE.

ST. JOSEPH'S COLLEGE,
HONGKONG.

OWING to the insufficiency of accommoda-
tion in the present building and the in-
creasing demand for admission, it has been
found necessary to extend the wings of the
main building and to enlarge the Chinese de-
partment by an additional storey with two
wings. The estimated cost will amount to over
\$15,000. To cover these expenses we appeal
to the liberality of all friends of Education.
The establishment has been in existence for the
last 25 years and is open to all classes. Much
of the clerical work of the city is carried on by
its past pupils. As this is the first time we have
applied for assistance we expect a generous
response. The names of our most liberal
Benefactors will be inscribed upon marble
tablets, as a lasting testimony of their generosity.
THE CHRISTIAN BROTHERS
Hongkong, 2nd November, 1902.

Hotels.

GO TO THE

KOWLOON HOTEL,
KOWLOON.

R. F. DALY,
Manager.

J. W. OSBORNE,
Proprietor.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA),
MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and
affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.
Telegraphic Address: "BOA VISTA."

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,

VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTRY, DIARRHŒA, HEMORRHOID and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1902.

[21]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,
AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1902.

[1256c]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL and PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMERS PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1906.

RODZ & Co.,

WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1861.
ST. IMIER, SWITZERLAND.

SPECIALITIES: CHRONOMETERS,
TRADE MARKS:
MAXIM, BERNA, &c.

REPAIRS of WATCHES and CLOCKS
by competent European experts at
Moderate Rates.

No. 14, QUEEN'S ROAD CENTRAL.
Hongkong, 10th October, 1902. [1526c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS and WATCHMAKERS.

HARTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building.

MEET CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICEHOUSE ROAD.

Sitting in a position, in his New and Com-
fortable Premises, to receive, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.

Hongkong, 2nd November, 1902. [15]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

DISINFECTANT
SOAP
EYES
FLUID

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 20th March, 1903.

INDIAN FACTS AND FIGURES.

If Mr. J. E. O'Connor's genius for marshalling and elucidating great masses of statistics were more generally shared in India, the official publications of the Government would not be open to the charge of repellent dullness levelled against them, and Lord Curzon would have had no occasion to embark upon his vigorous campaign against the burden of reports. The portly Blue-books which issue at regular intervals from the office of the Director-General of Statistics are as attractive as aggregations of figures can be, and the latest volume on Financial and Commercial Statistics of British India is a mine of information, wherein he who would delve has no difficulty in tracing the vein he would follow. These statistics embrace an area of 1,786,354 square miles with a population of 294,294,033, so it is obviously impossible to do more than indicate the trend of the most salient features. The outstanding fact in the Government's balance-sheet is the enormous importance of the railway system to India. The receipts from the railways are the biggest item of revenue forming no less than 26.36 per cent of the whole. They have easily displaced the land revenue from the foremost position, and it is now only 24.13 of the total income, as compared with 31.57 a quarter of a century ago. The demands of the railways also constitute the principal drain on the Imperial Exchequer, accounting for 26.94 per cent of the total expenditure, as compared with 25.88 absorbed by the Civil Services and 23.69 by the Military Department. In quarter of a century the gross revenue from the railways has grown from 72.44 millions of rupees to 302.67 millions and the predominating influence they exercise upon Indian finance must add to the gratification felt at the knowledge that the system as a whole is earning a fair percentage on its capital. The salt revenue has advanced but slowly during the past decade, chiefly owing, it may be presumed, to the prolonged agricultural depressions. Despite the fulminations launched against it, the opium traffic betrays a remarkable vitality. It still constitutes 72.81 millions of rupees to the revenue; twenty-five years ago the figures were 91.83 millions. And as the impression continues to prevail in badly informed quarters, that the Indian Government is in a state of chronic financial embarrassment, we may give prominence to the fact there have been surpluses in fifteen out of the past twenty-five years, and that the surpluses in the aggregate exceeded the deficits by 118.49 millions of rupees.

If we turn to the details of the great spending and revenue earning departments of the State, we are still amongst very big figures. Take the railways, for instance. There are now 25,378 miles open and 1,782 under construction representing a capital expenditure of 3,013 millions of rupees. Last year the railways carried 195 millions of passengers, and 34 million of tons of goods, earning 330 millions of rupees. In telegraphs enormous strides have been made since 1851. Dr. W. E. O'Shannessy obtained the sanction of the Government to construct an experimental line from Calcutta to Diamond Harbour. The department now owns 66,441 miles of wire and supervises a further 2,772 maintained for railways and canals. It transmits nearly a million passengers a year, and returns a handsome profit to the State which last year exceeded 44 lakhs of rupees. The public to whom the efficiency of the telegraphs means

ASK FOR ASAHI JAPANESE BEER.—G. Girault.

so much, would be well content to see less attention paid to the accumulation of big balances, and more to the expediting of messages, especially between the principal towns. The postal service dates from 1837, and in the last official year gave out for delivery 533 millions of letters, newspapers, packets and parcels. Its duties are, perhaps, more varied than those of any other postal system in the world, and besides the carriage of mails embrace such multifarious duties as the sale of quinine and the payment of military pensions. Another most instructive return is that which relates to the Savings Banks. The natives of India were quick to appreciate the benefit of absolute security with a fair rate of interest, and have 199 lakhs deposited in the Savings Banks.

In the industries of India, the Cotton Mills exercise an overwhelming predominance, employing a capital of 180 millions of rupees, and giving occupation to 173,708 persons. Bombay claims about 70 per cent of the mills and spindles and 78 per cent of the looms. The most noticeable feature in the industry, after the recent revival of trade, is the spinning of the higher counts of yarn, in which this Presidency has taken the lead. Eighteen per cent of the whole Bombay output is of counts above 20s, and by using imported Egyptians and other cottons, the local mills are producing appreciable quantities of yarn of 40s. and upwards. Bombay also wove 85 per cent of the whole quantity of cotton made in India. Jute, notwithstanding its monopoly, plays a very poor second to cotton, and does not represent more than a third of the capital embarked in the premier industry. The woollen mills have to struggle under the disadvantage that there is not much demand for woollen goods, except of a class which can hardly be profitably made in India in competition with European mills, and no large expansion is to be anticipated.—*The Times of India.*

OBITER SCRIPTA.

One man's power. One of the most important posts in the world, surely, is that created for Yuan Shi Kai, the reforming Viceroy, who is to administer the "mines, railways, telegraphs, and commercial affairs" of the vastest area in the world controlled by one central Government. China has from time immemorial invested her Viceroys with far-reaching powers, but no Viceroy since China's Great Wall was built has ever wielded such authority as Yuan Shi Kai. The Chinese Viceroy, under ordinary circumstances, is practically an uncrowned king, wielding almost unlimited power over populations greater than that of the British Isles. To these men who appoint their own armies, build their own navies, raise their own revenue, deal out their own justice, is left the entire control of the wheels on which China goes round, and so long as their annual tribute goes to Peking the Viceroys may do as they please, knowing they are held responsible for the peace and prosperity of their provinces.

TO FEED THE WORLD WITH COAL. But the lever which has been placed in the hands of Li Hung Chang's successor is much more powerful still; with it Yuan Shi Kai may do more for the development of an empire than it could fall to any other man in any other empire to do in one lifetime. The control of the mines alone is a position of almost infinite possibility. There is hardly a province in China which has not coal, iron, or copper in great value, and coal may be bought at a shilling a

ASK FOR ASAHI JAPANESE BEER.—G. Girault.

ton at the pit's mouth. But the mines are badly worked or not worked at all, and the one thing needful for their development is railways. In one province in this wonderful country is an enormous coalfield covering thirty thousand square miles, and from this vast area, it is said, the world might be fed with coal for thousands of years.

HOW A RAILWAY WAS PACKED UP. The man who has now the control of those vast coalfields, has also in his own hand the power to build the railways needed to make them a source of unparalleled prosperity. Already China's iron roads are springing into being, and the story of the first railway in the strange Empire sounds a long way back in the world's history. Built almost in secret, and without any permission from the Celestial Powers, the line was finished and ready for working when an unfortunate thing happened which brought its career to an end. A man was run over and killed, and the accident, enraging the already angry officials, threatened to bring about a riot, which was nipped in the bud, however, by an order of the British Minister closing the line. Eventually the railway was sold to the Chinese Government, who paid for it in twelve monthly instalments. On the day the Government entered into possession, the day the last instalment was paid, the line was closed, the engines were broken, the rails and sleepers were torn up, and the whole railway was packed up and shipped to Formosa!

AND HOW A MILLION OF MONEY WAS WASTED. Even Governments, it would seem, repent sometimes. The Government of China, after the dismantled railway had lain for years on the muddy shores of Formosa, allowed one of the Viceroys to erect enormous works for the construction of steel rails and locomotives, and here for several years rails were made at a cost three times as great as their cost in Europe. But they were never laid; a round million was wasted in the first railway undertaking of the Chinese Government. To-day the world has invaded China, and at this moment from sixty to eighty millions sterling is invested in Chinese railways, and more than six thousand miles of line are either laid or being laid.—*St. James Gazette.*

Intimations.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK. Gentsmen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required. The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters. Hongkong, 22nd April, 1902.



Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES.

CHEMICALS.

INSULATORS.

ELECTRIC BELLS.

LIGHTNING CONDUCTORS.

SWITCHES.

TELEPHONES.

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fix up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c. Apply to

W. STUART HARRISON, A.M. INST. E.E., Manager.

Hongkong, 14th October, 1902. [10]

CLARKE'S B-41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [38]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STRAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 5th Dec., at Noon.
KANAGAWA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 13th Dec., at Daylight.
TAMBA MARU	NAGASAKI, KOBE and YOKOHAMA	TUESDAY, 16th Dec., at Daylight.
KINSHU MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th Dec., at 4 P.M.
SADO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 27th Dec., at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 27th Dec., at Noon.
SHINANO MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA	TUESDAY, 30th Dec., at 4 P.M.
KUMANO MARU	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 1st January, at 4 P.M.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 2nd January, at Daylight.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 2nd December, 1902.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "PARRAMATTA."

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 6th December, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 22nd November, 1902. [14]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Captains.	Tons.	1902-03
Glenogle	G. E. Warner	3,750	Dec. 6
Tacoma	A. Dixon	2,811	Dec. 12
Trenton	J. Panten	3,060	Dec. 30
Victoria	J. Panten	3,502	Jan. 3

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 24th November, 1902. [874]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the Company are prepared to accept 1st Class FOREIGN and CHINESE RISKS CURRENT RATES.

SIEMSEN & CO. Hongkong, 28th May, 1902. [25]

For Sale.

FOR SALE ONE BROADWOOD PIANO.

Apply at ROOM No. 145, Hongkong Hotel, Hongkong, 7th August, 1902. [1954]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th December, 1902, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mail Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 14th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 2nd December, 1902. [10046]

To be Let.

TO LET.

"THE RETREAT," MOUNT KELLET, HOUSES at CAUSEWAY BAY, facing the Polo Ground.

NO. 1, RIFON TERRACE, GODOWNS at BOWRINGTON, Praya East.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 29th November, 1902. [12006]

TO LET.

NO. 4, KNUTSFORD TERRACE, Kowloon.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 21st November, 1902. [12010]

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES in LEIGHTON HILL ROAD.

Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD., No. 8, Queen's Road West, Hongkong, 20th October, 1902. [11040]

TO LET.

MEIRION, No. 2, the Peak, 6-Room House near the Flagstaff, from 15th October, 1902.

Apply to E. JONES HUGHES, Hongkong, 7th October, 1902. [10530]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Roud, Rodan, Robert, Valpein and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

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THERAPION No. 3 is for the nervous system, impaired vitality, depression, and all the diseases of the nervous system, and is a valuable remedy for all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the sufferer's health and ruin of his life. This preparation purifies the blood, and restores the system to its normal condition, and where other remedies have been powerless, it has been found to be successful.

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THERAPION No. 5 is for the respiratory system, bronchitis, and all the diseases of the respiratory system, and is a valuable remedy for all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the sufferer's health and ruin of his life. This preparation purifies the blood, and restores the system to its normal condition, and where other remedies have been powerless, it has been found to be successful.

THERAPION No. 6 is for the circulatory system, heart disease, and all the diseases of the circulatory system, and is a valuable remedy for all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the sufferer's health and ruin of his life. This preparation purifies the blood, and restores the system to its normal condition, and where other remedies have been powerless, it has been found to be successful.

THERAPION No. 7 is for the excretory system, kidney disease, and all the diseases of the excretory system, and is a valuable remedy for all diseases for which it has been too much a failure to employ mercury, arsenic, &c., to the destruction of the sufferer's health and ruin of his life. This preparation purifies the blood, and restores the system to its normal condition, and where other remedies have been powerless, it has been found to be successful.



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NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, The Hong Kong Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 3, 1902.

CHINA COMMERCIAL STEAMSHIP COMPANY, LTD.

So great has been the prosperity of the numerous shipping firms trading between the Orient and the United States of America during the past few years that enterprise is now being directed to the Mexican coast in the hope, not only of developing trade between China and the Republic, but of engaging upon an extensive passenger traffic for which an excellent opening is apparent. On the 1st of November last the China Commercial Steamship Co., Ltd., was incorporated at Hongkong with a capital of a million dollars, subscribed by Chinese, and allotted in 9980 ordinary shares of \$100 each with 20 founders' shares. At the same time the Treasury officials at Washington received information of the forthcoming project and proceeded to deal with the question especially regarding the vexed subject of immigration. The most northern port to be touched in Mexico will be Ensenada, the reason assigned for calling there being, according to the department's information, that many Chinese labourers are needed for mining in Lower California. The head office of the Company will be in Hongkong, and branches and agencies are to be established at Yokohama, Honolulu, San Francisco, Manzanillo and Mazatlan. There will be monthly sailings and freight and passengers will be carried. The final arrangements are now being completed, Mr. Eng Hok Fong, who has had considerable experience regarding the commerce of Mexico, and who has been appointed president of the new company, having gone to the States where Mr. J. S. Van Buren, the agent, has already been actively engaged in the interests of the undertaking. It is proposed to commence operations in March next, and one feels confident that they will be calculated to stimulate commerce and develop industries.

LAPPA TRADE REPORT.

One of the most interesting features of the Lappa trade report for 1901 is embodied in the concluding remarks of the Commissioner of Customs, Mr. Francis A. Carl, who alludes to the improvements in the Colony of Macao. He states that old, insanitary houses are being pulled down and replaced by up-to-date buildings, while new roads are continually being opened, and the bund of the inner harbour considerably widened. Since that report was written we believe that a harbour improvement scheme, which had been formulated some years ago, will be shortly carried into effect. To this end authority had been previously received from the Lisbon Government to proceed with the work as soon as the preliminary arrangements could be completed. In the memorial, which the Macao Senate submitted to H. M. Majesty the King of Portugal on the 13th November last, it is stated that it would be expedient for Macao to enter into an agreement in regard to Chinese Customs, and to establish a *modus vivendi* that would tend to facilitate and develop the commercial movement of the Portuguese Colony with the Chinese ports. This is a desideratum which the Luso-Chinese treaty, just concluded by H. E. J. d'Azevedo Castella Branco is intended to supply. One of the first necessities is to obtain from the Chinese Customs the same privilege for vessels propelled by steam as that at present enjoyed by Chinese junks. Up till now the trade between Macao and the Chinese ports has been carried on in junks, and the Convention, signed at Peking on the 1st December, 1887, between the Inspector General of the Chinese Customs, Sir Robert Hart, and the Secretary of the Portuguese Legation, Mr. B. P. Correia de Mello, grants the liberty of free navigation to junks to any Chinese ports,

and accords to Macao the same rights enjoyed by the ports of China as regards cargo carried in native bottoms. But in 1897 the West River was opened to European commerce, and since then there has been in these regions a perfect transformation in the transport of articles of commerce to the neighbouring ports, with resulting losses to Macao. At the same time there are dozens of steam launches leaving Canton daily, taking in tow junks well-laden with merchandise and carrying thousands of passengers to the ports in the interior, whether open to foreign commerce or not. Macao is only granted navigation to the Treaty ports under the Anglo-Chinese Treaty of 1897. The new Portuguese Treaty appears to confer upon owners of steam launches the rights and privileges of calling at the Treaty ports now enjoyed as the sole concession to native junks. Mr. Carl has alluded to the trade of the Lappa stations during 1901 as being the highest yet recorded. It amounted to a little over fourteen and a half million taels, or an increase slightly in excess of a million taels as compared with the figures of 1900. The increase is entirely due to the export and import trade; whereas in foreign goods there was an increase, principally attributable to the falling off in the importation of opium, piece goods and rice. With the opening of Kwangchowwan, as we have before noted in these columns, Macao has had established within close proximity to her another rival, as the districts, in the neighbourhood of that newly-opened French port, which formerly drew their supplies from the Portuguese settlement have now almost ceased doing so. There are direct steamers leaving our port for Kwangchowwan; but an effort has been made on the part of an enterprising firm of Chinese traders to run the steamer *Macao*, under the Portuguese flag, carrying cargo and passengers to and from Macao, Hongkong and Kwangchowwan. This service was, however, inaugurated in the course of the present year, and the statistics in connection with the trade that may be influenced under Chinese auspices will not appear until the report is forthcoming next year. The baneful influences of piracy on the waters of the Canton Delta have made their effects felt upon the junk traffic of the Lappa Stations, while armed smuggling, not inaptly characterised by Mr. Carl as the "nefarious trade" from both Hongkong and Macao, and which was very rife in past years, should now find its just retribution in the insecurity resulting therefrom and indirectly affecting foreign commerce. The total amount of revenue collected for the Lappa district was Tls. 378,606, as against Tls. 367,069 in 1900. The amount collected on opium, viz. Hk. Tls. 177,433 is the smallest since 1895, and this is put down by the Commissioner of Customs to smuggling from Kwangchowwan. In general cargo duties there was a substantial increase of Hk. Tls. 18,306, and in like of Tls. 10,562. The total value of foreign imported trade amounted to Hk. Tls. 3,625,890, representing a small decrease of Hk. Tls. 37,312, as compared with 1900. While in cotton piece goods there was a decline, the importation of flour shows a steady advance: the quantity imported being 27,400 piculs against 22,800 piculs for 1900. The value of the export trade amounted to Hk. Tls. 6,246,617, compared with Hk. Tls. 5,640,729 the previous year. This is a record, and is accounted for by the large export of sugar, palm-leaf fans, mats, ground-nut oil, paper and leaf tobacco. Travellers by the river steamboat companies from Macao cannot help but noticing on the upper deck of the *Huangshan* the enormous quantities of fresh and salted eggs brought down each trip. This furnishes quite an important item of export, and in 1901 represented 10,075,000 pieces as compared with 9,209,000 two years ago. Our building requirements have also largely drawn from this district for bricks and tiles, and also lime. In silk, there was a decrease as well as in tea. Turning to the junk traffic entered and cleared, we find the substantial increase of 1,073 vessels and 49,602 tons over the shipping of 1900. This is the highest tonnage recorded since 1894, the year of the first outbreak of plague in Hongkong. Two Portuguese steamers, the *Ilvaon* and *Tuipung*, were kept on the West River run, and made 595 trips during the year, carrying cargo to the value of about a quarter of a million taels. They took 16,868 passengers inwards and 16,179 outwards. The number of passengers in junks was 116,798 inwards and 111,976 outwards, in both cases showing large increases over the figures for 1900. The value of the Macao opium trade to the local farmer was fully commented upon when the new farm was put up for auction in the course of this year. An estimate can be arrived at by the figures supplied by Mr. Carl. They are—importation for the Macao farmer, 2,936 chests, his reputed holdings down for local consumption, 1,042 piculs, and amount exported to American and Australian ports, 2,478

piculs. Summarising his report on the Lappa trade for 1901, Mr. Carl remarks that, "the usual visitation to Macao of the plague began in April and continued till the end of July. The disease was very virulent for a while, and attacked many Chinese; but Europeans escaped entirely. The neighbouring villages took no precautions whatever against the introduction of the disease." The improvements that we have noted at the beginning of this article, are such as to point to the finances of Macao being in a flourishing condition to allow of all this extra expenditure. It is certain that, if the advance in the values of the various farms is to be accepted as an indication of the satisfactory state of the Colony's finances there is every hope that its exchequer should be able to spend much more than it does at present upon public improvements, which may be termed of a reproductive character. The long deferred reconstruction of the market, for instance, points to that happy-go-lucky indifference in the methods, which account for the slow growth and hampered progress of the Colony, which, though small in extent, is capable of great and permanent development.

LOCAL AND GENERAL.

THE ROBERT COOKE, the new Dock Company's tug, is nearly completed.

THE FRENCH MAIL of the 3rd November was delivered in London on the 2nd inst.

THE GERMAN MAIL of the 29th October was delivered in London on the 1st inst.

THE CHINA MANILA S. S. *PERLA* finished her annual survey at the Kowloon Docks yesterday.

THE TRAMP STEAMER *VICTORIA*, recently ashore, has finished her extensive bottom repairs at the Aberdeen Dock.

THE *AMHERST* which was successfully salvaged by Mr. G. H. Russell is now undergoing repairs at the slipway at Tanjong Rhu.

WELL EARNED HOLIDAYS.—After twelve years' service, Mr. N. G. Chan, interpreter at the Magistracy, has been granted twelve months' leave of absence, beginning from 29th April, 1903.

FIRE AT SHAIKIWAN ROAD.—Last night the Fire Brigade, under Mr. A. Mackie, chief Inspector of Police, put out a fire at No. 6, Shaikiwan Road. The outbreak is said to have been caused by the falling of a kerosene lamp.

ACCIDENT ON THE *INDRAPURA*.—Yesterday while a native youngster, working at the steering gear of the s.s. *Indrapura*, fell on to the deck and sustained injuries which necessitated his removal to the Government Civil Hospital, where he now lies in a critical condition.

FIRE AT THE DOCKS.—A fire broke out last night at a store-house in the Kowloon Docks, but a serious loss was averted by the promptness and energy of the Dock employees, assisted by a party of men from the German gunboat *Tiger*.

THE S.S. *TACOMA*, which it will be remembered, sustained considerable damage to deck fittings by the heavy seas encountered in her last trans-Pacific voyage, has been undergoing repairs at the hands of the Dock Company since her arrival. She went into dry dock at Kowloon yesterday to have her bottom painted.

TWELFTH NIGHT.—The Waldorf Company play the Shakespearean comedy *Twelfth Night* for the first time this evening, and there can be no denying the fact that a good rickling laugh is assured to all who have secured tickets. It is a piece which always delights, and receives the warmest applause from the galleries and boxes. The Company has spared no pains to ensure a successful reproduction, and we rely on seeing an excellent interpretation of this merry play.

THE SOUTHWARD MOVEMENT in exchange continues at a rapid rate, says the *Singapore Free Press* of the 25th ult. This morning 177 was quoted for four months, a fall of 4d since yesterday. On India exchange has also fallen to 116½, both of them records. Good authorities speak of this as unnecessarily low, under that of silver, but it is sufficiently alarming from a business point of view. The rumour that Germany is selling silver is current, and is held accountable for knocking all the bottom out of the market. Now is the time to lament lost opportunities.

WEDDING BELLS.—This morning a very pretty but quiet wedding took place at St. John's Cathedral when Miss E. M. F. King, the eldest daughter of Mr. G. J. W. King, of the Land Department, was married to Mr. C. E. P. Mattheissen, of the Chinese Engineering and Mining Company, Tongku. The bride was charmingly dressed, and was given away by her father. The two bridesmaids, were two of her sisters. Volleys of rice greeted the happy couple as they left the church porch. They subsequently boarded the *Huangshan* and left for Macao where the honeymoon is to be spent.

KOWLOON COLLAPSE INQUIRY.

NO CRIMINAL NEGLIGENCE.

JURY'S VERDICT.

The inquiry into the collapse of Nos. 30 and 32 Kowloon City Road was resumed this afternoon.

Mr. Lobker, of Messrs Deacon and Hastings, on behalf of the contractor Lung Cheong, gave a very able and lengthy address in the course of which he quoted from several authorities dealing on culpable negligence. He contended that "the contractor had done everything in his power, and although lives had been lost in the collapse, yet that could not be placed at the doors of the contractor, and the architects who were in no wise held responsible." He read over and commented upon the evidence and in speaking of the quality of the materials used in the construction of the houses submitted that the premises in question were built in a way far superior to the ordinary run of Chinese houses in this Colony. Regarding the subsidence of the foundations he thought that there was none at all, and in his opinion the collapse was due to wind and rain combined.

Mr. Wilkinson pointed out that the jury was present to find out and inquire into the cause of the death of the coolie, and incidentally to inquire into the collapse. Remarking on the materials used, he said that the evidence showed that the bricks, mortar, and lime were excellent. Mr. Brown, the Government analyst, in his evidence, however, said that the lime and mortar used were not good.

Mr. Bowley, solicitor for the Crown, observed that the jury was not present to try any one, for culpable negligence, but to inquire into the cause of the loss of life. If they returned a verdict of culpable negligence, it was for the magistrate to commit the contractor for trial at the sessions. He thought that the architect should have taken more precautions than he did. Many theories, he said, had been brought forward regarding the cause of the collapse. There was nothing very extraordinary about the typhoon, and as the houses were new they should have stood the wind and rain.

Mr. E. A. Hazelard, Chief Magistrate, addressed the jury and defined the question of criminal negligence, and also quoted several passages from works dealing with criminal negligence, and put the following questions to the jury:—

Was the death of the deceased herein the result of criminal negligence?

To this question they should say "yes" or "no." If they answered in the affirmative he proposed to put this question: If "yes," what person or persons were guilty of such criminal negligence; and, person or persons guilty of such criminal negligence would be guilty of manslaughter. The jury were quite at liberty to add a rider if they desired to do so.

After retiring for about 45 minutes the jury consisting of Messrs. Kew, Chunnutt, and Joseph, resumed their seats and stated they did not consider the death of deceased was due to criminal negligence. The jury added the following rider:—"We find that the death of the deceased herein was due to the collapse of No. 30."

We are also of opinion that having regard to the area of the wall, its thickness was insufficient.

Mr. Shelton Hooper watched the case throughout on behalf of the Land Investment Company.

STOWAWAY ON THE S. S. "CHINGTU."

BOY CHARGED WITH AIDING AND ABETTING.

Before Mr. J. H. Kemp this afternoon Chung San, a boy employed on the s.s. *Chingtu*, which arrived from Australian ports yesterday, was charged with aiding and abetting Lau Kwai to obtain a passage to Port Darwin (10 Hongkong), and also with defrauding the Company (Messrs. Butterfield and Swire).

The comrade of the *Chingtu* said that a few days after the boat left Port Darwin, he went round to count the native passengers, and found one over the number. Inquiries were instituted and the stowaway was questioned by the captain, who told him he would have to pay £10 for his passage. The boy replied that he had no more money, as he had already paid £6 to the defendant. All the boys were then brought before the captain, and the defendant picked out, as the man who received the money from him.

After taking the evidence of the captain and steward, His Worship fined the boy \$250 or six months, and the stowaway, who was also charged, \$100 or three months.

NAVAL NOTES.

AN UNLUCKY SHIP.

It is only a few weeks since the United States ship *Ingalls* was docked at Hongkong, and now she returns, after being in contact with a coral reef, for a hull inspection and, if necessary, repairs. She proceeded to the Cosmopolite Dock this morning, and, as the water was not out of the dock at the time of our latest report, we are unable to state what is the condition of her hull.

H.M.S. first class armoured battleship *Glory* with Admiral Sir Cyprian Bridge arrived from Yokohama last night.

The United States flag ship *Kentucky* is booked for docking by the Hongkong and Whampoa Dock Company. She is a super-powered turret warship of 13,500 tons displacement and was built at Newport News in 1898. The United States cruiser *New Orleans*, Light Commander Sperry, arrived from Amoy this afternoon. She is a vessel of 8,769 tons displacement and was built at Elswick in 1896.

THE HANOI EXPOSITION.

The Hanoi Exposition is a highly interesting display, to the practical man, who looks to the exploitation of the vast area, and to the ethnological investigator alike.

The wonderful collections of indigenous exhibits take the inquirer over the whole of South Eastern Asia.

The plan of the buildings, which are imposing and solid, is a semicircle with buildings round a quadrangle in rear, and annexes radiating for the several sections and various nationalities.

The City of Hanoi, of which the river port of Haiphong is a smaller replica, is impressively laid out in magnificent boulevards planted with shady trees, broad roads and foot ways, well macadamised, kerbed, channelled and drained. The public buildings and some of the Hotels are palatial, the stores (or shops) metropolitan and up to date. The private residences, surrounded with lawns and flower beds, are quite grand, seigneurial and ever, thing orderly, tidy and clean. The telegraph, telephone and electric light wires are carried on iron standards, and are not at all unsightly. The electric trolley omnibus traverses the main avenues to the Gare (Railway Depot) Exhibition and other principal points of the City. Jirikshas are abundant and cheap, a little extra being charged for those with rubber tires, which are plentiful.

Altogether the French, especially the residents of Hanoi, may well be proud of their new city at the Exhibition.

The French Military element is naturally, and of necessity, ever in evidence, but it is a pleasing feature that might teach a needed lesson elsewhere, to be noticed, that the attitude of the governing of an alien race, is very courteous, conciliatory and friendly. The natives are employed in large numbers, wherever possible, even as station masters on the railways, and other responsible positions. Amiable, quiet, evidently happy and contented, unambitious apparently, the Annamese form a strong contrast to the Chinese, (who are active in trade,) and especially they are altogether different from "Young Japan" up to date. This being harvest time, the peasantry are busy in the fields, so that the country appears thickly populated on the level land, which is well cultivated. The hills bear trees, but reforestation claims official attention. With short lines of railway from the coast, tapping the interior, the potentialities of the vast area of fertile country are immense. Cheap transit, capital, enterprise and well directed energy only are needed to exploit it all. The Congress of Orientalists will be held during the first and second weeks of December.

I had an interview with the president of the Congress, and submitted a tentative syllabus of the material I proposed to offer. The iconography, &c. especially interested him. There will only be two or three Japanese who will deal with Sanskrit texts, and Hindu cults, and two or three French gentlemen will treat of Japanese matters, one being about newspapers. So it appears that I am to have the field to myself. I will take up the Cults, Art and Folklore of Olden Time Japan, especially the iconography. The motives, meanings and stories illustrated in decorative art, &c. and the Folklore of the common people &c. The audience present may be, but a few, but the "proceedings" being printed, will reach a wide circle of readers, and form a permanent record for reference.—Contributed.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 3rd at 11.45 a.m. The barometer has risen rapidly in E. Japan, fallen along the China coast, particularly in the North.

Pressure is high over the E. part of the Sea of Japan, and another depression appears to be advancing Eastwards towards Manchuria.

Decreasing monsoon in the Formosa Channel, and moderate monsoon in the N. part of the China Sea.

Forecast:—moderate N.E. winds; fair.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Korea*) to-morrow.
Indian (*Arratoon Apar*) 5th inst.
English (*Paletta*) 6th inst.
German (*König Albert*) 10th inst.
Canadian (*Athenian*) 11th inst.
American (*Gladie*) 13th inst.
American (*Hongkong Maru*) 23rd inst.

The N. Y. K. Co.'s steamer *Kinsaku Maru* (American Line) left Shanghai for this port on the 3rd inst., and is expected to arrive here on the 6th inst.

The P. & A. S. S. Co.'s steamer *Indraguntha* left Yokohama this afternoon via Kobe and Moji and may be expected here on or about the 13th inst.

The N. D. L. steamer *Nürnberg* from Hamburg left Singapore for this port yesterday, a.m., and inst., and may be expected here on or about the 5th inst.

The P. M. S. S. Co.'s steamer *Korea* with mails, &c. left Shanghai for this port this morning, at 11 a.m., and is due here on Thursday, the 4th inst., at about noon.

The Imperial German Mail steamer *König Albert* carrying the German Mails with letters from Berlin of the 11th ult., has left Colombo on Saturday, p.m., the 29th ult., and may be expected here on or about Wednesday, the 10th inst.

COTTAM & CO. FOR SUMMER UNDERWEAR.

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TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with "Der Ostasiatische Lloyd.")

Evacuation of Shanghai.

ENGLAND AND GERMANY LEAVE ON DECEMBER 20TH.

Berlin, 2nd December, 5.43 p.m.

The reports of the English press in Shanghai that Germany is desirous of protracting the time for the evacuation of the port till 1st February are untrue. Both England and Germany leave on the 20th December, instead of on the 1st January in consequence of the Christmas and New Year holidays.

Venezuela.

ULTIMATUM TO BE PRESENTED BY ENGLAND AND GERMANY.

With regard to the action in Venezuela England and Germany conjointly will present their ultimatum on the 8th December. Germany has not received any information regarding payments through New York financial agents.

Reichstag Debates.

DEMOCRATIC TERRORISM.

In the Reichstag, the debate on the tariff continues. The government's proposals are threatened by the terrorism of the Democrats.

(Reuter's.)

The Strike at Marseilles.

LONDON, December 1st.

Over forty steamers are lying idle at Marseilles.

Telegraphists for Somaliland.

Orders have been received at Aldershot for a full telegraph section to proceed to Somaliland.

Duke of Connaught's Tour.

The Duke and Duchess of Connaught have left Genoa on board H. M. S. *Rennet*.

The Waziri Expedition.

The Waziri expedition has destroyed fifty-nine towers and three villages, captured 202 Waziris and 5,600 cattle, and killed twenty-five of the enemy and wounded two.

LATER.

The Somaliland Operations.

Advices received from Reuter's correspondent at Beledue dated the 21st November, state that the prevalence of malaria among the British troops in the garrison there is due to mosquitoes attracted to the locality by the floods consequent on the recent rains. The deaths average about one daily.

The Somali levies continue to prove undisciplined, and utterly unreliable.

THE "PHRA NANG."

SO PLATES TO BE REPLACED.

Work is proceeding apace on the Norddeutscher Lloyd steamer *Phra Nang*, and in a few weeks the vessel will be as sound as a new ship. Some 50 plates have been removed from her hull, the damage extending well above the line of the forward break of the hurricane deck. At one place, in the forefoot, the keel is severed and further aft it has been necessary to unrig a portion of the Bilge keel. Besides these repairs, the vessel is having a thorough overhauling, her propeller is unshipped and a number of chipping hammer cutters are making a fine noise knocking the rust from her hull sides, while the painters follow up with the bright red priming. Her little collision with the *Paracels* will soon be forgotten.

THE CANTON-FAISHAN RAILWAY.

UNCOMFORTABLE PREJUDICATE.

From Chinese sources we are informed that recently some trouble arose over the Canton-Faishan railway. Two foreigners, according to our informant, whilst out on a surveying expedition, seemed to have incurred the displeasure of the villagers of a small village. As is the case with surveying parties, these gentlemen thoroughly equipped with surveying materials, were taking down topographical notes, with the surveying instrument, and whilst doing so the villagers, numbering about twenty surrounded the party, after taking careful observations politely asked the surveyors to leave the ground, and assured them that at present they were quite aware that they were Government spies, and taking down notes for their Governments. In vain the surveyors pleaded their mission, and it was only at the last minute that the situation was saved, and the villagers appeared when a more enlightened Chinaman, who spoke a little English, informed the villagers that the surveyors were only the servants of the Railway Company, and not foreign spies. After that the surveying party were allowed to pursue their mission without interruption.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in the columns.)

THE DOCK CO. MEETING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—In your report of the meeting of the Hongkong and Whampoa Dock Company Limited held on the 18th ultimo it is said that the three months' adjournment from the 18th August last was settled with our advice and was not an idea originated solely by the Directors themselves. As we only advised upon the legality of the adjournment, and neither originated the idea thereof nor suggested its adoption, we shall be obliged by your inserting this letter, which circumstances have prevented our sending earlier, in your next issue. We may add that we are informed that the statement referred to in the report was due to a misunderstanding.

Yours truly,

DEACON & HASTINGS.

[We take it if there is a misunderstanding it must be between the Board of Directors and the Company's solicitors—Ed. H.K.T.]

HORRIBLE TRAGEDY IN NAM HOI DISTRICT.

News has come to hand of a horrible tragedy which recently occurred at the small village of Cheong On in the prefecture of Nambai, Kwangtung. It appears that as late back as June, a certain villager returned to his native home after eleven years' stay in the State, and had accumulated a respectable sum of money. As is the case, he married. Last month, he had occasion to go to Canton on some business, and took his wife with him. Whilst in that city he rented a small flat, and after a week's stay returned home with his wife. At Canton, however, his wife, appears to have cultivated an attachment with one of the inmates of the house, with the result that when the couple returned, this particular friend also went. Matters seemed to have reached a climax when the husband found out that his wife used to have clandestine meetings with this stranger. He instantly demanded an explanation from his wife, who instead of replying in a gentle manner, and amidst her smiles treacherously buried a dagger into his heart. Death was instantaneous. A servant, who witnessed the tragedy, speedily informed the mother of the husband. A hue and cry was raised, and with commendable energy, the murderer and her lover were arrested. After a semblance of trial, the elders of the village took the laws into their own hands, and had the culprits executed by means of the process known as the *ling chee*. After their death, their bodies were thrown into the river, and the effects of the deceased burned.

WHY HUMAN REMAINS ARE BROUGHT TO HONGKONG.

"Chinese are as proud of their old families, and of being able to trace their forefathers back for many generations, as are the nobility in England of the fact that they have had dukes and barons in their families for centuries. Some Chinese can point to the graves of their ancestors dating back hundreds of years."

This is part of the explanation given by Mr. Sun Johnson for the extraordinary practice of so many of the Chinese in Australia in sending home the remains of their fellow-countrymen after death. Mr. Johnson, the editor of the *Chin's Herald*, is one of the most intelligent Chinamen in Sydney, and one of the best informed. Fluent in conversation, he has an extensive English vocabulary at his command, which enables him to make himself understood above most of his countrymen.

"It has become a custom, and everybody wants to live up to it," he continued. "It is really the ancient idea of embalming or preserving bodies. The Chinese like to show their love for old people. The utility of the idea is scarcely capable of explanation. It is largely a matter of custom or practice, like the ceremonies in a Masonic lodge."

"The remains are first sent to Hongkong. From there they are re-directed to the nearest relatives in different places, who receive and bury them."

"There will be great lamentation over the loss of the remains by the *Phra Nang*, just as Europeans would lament the loss of a coffin containing the body or remains of their relatives during transit by water, but nothing more."

"They take up the bodies to see that they are not rotting from contact with damp. After the remains have been put in a jar they are re-buried in what is considered to be a lucky and suitable place. Surrounding the tombstone a cement ornamental compartment about 10ft. by 15ft. is always built on top of the remains, and that stands for good. After interment the relatives go to the cemetery twice a year for ceremonial worship, according to custom."

"The principal thing is not to let the bones remain where they are buried in this country to be destroyed, or even partially so, by white ants, which may have eaten the coffin and the flesh. They think that the spirit of the dead is better satisfied in that way. They have often gone to Rookwood and found, to their great dissatisfaction, the remains soaking in sewer water, when the grave has been opened. Hence they are glad to be able to take the remains from where they have been compelled to inter them, and re-bury them in a dry and clean place, according to their own relatives' choice. The cemetery authorities always give the Chinese the cheapest bit of ground they can get out. Here, John, you can have that, and John, not able to speak English intelligibly, takes what he can get."

"I was born in Hongkong, and educated from the age of 6 to 15," continued Mr. Johnson, dropping into a biographical strain, "in a Chinese school. Then I went to London, until I

was 22, for education, and after that to compare the translations of one and the other for three years. Now, as you know, I am a translator, and the editor of the *Chin's Herald*, and a Christian of the Church of England, since childhood. Were my own father's remains soaking in that pool of black water at Rookwood I should be very glad, I assure you, to follow the example of the others, and to have them raised, cleaned, and re-buried, without requiring any particular spot, except one that was clean and dry."

"There were not 500 corpses. That is a mistake," Mr. Johnson commented, while reading a published account of the wreck. "Our people simply clean the bones and put them in bags or jars for shipment. Why should they use coffins? They are not necessary for carrying bones, which would only rot about in them. If a grave is opened and it is found that the flesh has not all disappeared from the bones, the remains are buried again. They wouldn't be bothered scraping the bones."

"Big preparations had been made for months past for this shipment. A Chinese society in New Zealand, organised to do good, had the matter in hand of despatching the remains. Something like £6000 was subscribed in instalments to pay the cost. Some fuss was made about it because all the bags and jars containing the remains were piled up in a shed awaiting shipment, and it was complained that a nuisance might be caused, but as they were only dry bones they could not prove any more offensive than so much crockery."

"If, as you say, the remains have been insured for between £400 and £500, that money will be sent to the widows and children or nearest relatives as an expression of sympathy with them in their loss."

"The Chinese understand that after the spirit has departed from the body it carries about the graveyard. They have never been told so by tongue or read of it in a book, but the idea seems to have come as by instinct."

"The Chinese belief as to the future state is that those who have been good and done good in the world will always remain good; while those who have been bad will receive punishment after death. Punishment consists of the spirit being whipped or tortured with hot irons and sharp instruments, and other ways. They believe there are judges above, as well as below, exactly as the Bible teaches, the exception being that there is no mention of fire. Those who have done good in the world will rejoice with angels or fairies. The leading idea is very similar to that of the European. The greatest divergence in Chinese doctrine is the absence of any reference to baptism, or going to Heaven, but they are sure of a hell of torture with sharp or heavy instruments, which the good can always escape after receiving their judgment."

"Confucius never mentioned anything about the dead," said Mr. Johnson. "I know him well," he interpolated, with a broad smile on his face, "although I never saw the man." He certainly gave the impression of being a human lexicon on the subject of Confucian doctrine and deuter, for walking to a bookcase and taking down a copy of *Confucian Anals*, he turned over the pages rapidly, and put his finger promptly on chapter xix, wherein the following dialogue occurs between Confucius and his disciple Kuei I:—"Kuei I asked about desiring the spirits of the dead. The Master said: 'While you are not able to serve men, how can you serve their spirits?' Kuei I added: 'I venture to ask about death.' He was answered: 'While you do not know life, how can you know about death?'"

"That is the only reference to the subject by Confucius and that doctrine is supreme in China. Confucius is now worshipped by 400 millions of people, so that whatever branch of superstition or teaching is away from the main line of doctrine is much like any of your people believing in some superstition against the Bible. Confucius didn't understand about spirits and ghosts, and so he wouldn't talk about them. The Chinese are not superstitious, however, as many people think. They are shy, but they are not superstitious or stupid."—*Ed.*

STRAITS TRADING CO., LIMITED.

The report of the Directors presented at the meeting held on Monday was as follows:—

Your Directors beg to submit the Accounts for the half-year ending September 30 1902, being the first half of the business year 1902-03.

The net profits for the half-year, after making allowance for bad and doubtful debts and writing off liberally for depreciation, amount to \$365,668.34, which, including \$76,175.74 brought forward from the previous account, leaves \$441,844.08 for appropriation on September 30, 1902.

Your Directors recommended:—

1. That a dividend of \$1 and a bonus of 25 cents per share be paid to shareholders absorbing \$312,500.

2. That \$50,000 be added to the Reserve Fund which will then stand at \$550,000.

3. That the balance of \$80,344.68 be carried forward to new account.

The tin market opened on April 1 at \$75 and with occasional backsets advanced rapidly to \$93 on May 13, this being the highest on record. From that point with slight fluctuations there was a rapid drop to \$81 on June 19. From this date to September 30 fluctuations were more violent, the price touching \$85 in July and \$79 in September losing finally on September 30 at \$93.

The Works at Penang have smelted a moderate quantity of Ore with gradually improving results, and may now be considered as having reached the stage when efficient and economical work may be confidently looked for.

The total output from both works shows an increase of 14,230 tons over the previous half-year.

C. MCARTHUR, Managing Director.

MR. QUONG TART.

HONOURED BY SYDNEY CITIZENS.

Mr. Quong Tart, the popular Chinese merchant, who was recently the victim of a serious attack at the hands of a robber, has every reason to be proud of the honour done him by the great gathering of citizens at the Town Hall last night, says the *Evening News* of the 28th October, when, as a token of congratulation upon his recovery, he was presented with a handsome piece of plate and a cheque for 300 guineas.

The Mayor of Sydney (Alderman Thomas Hughes) presided over a large and influential gathering.

The Mayor, in opening the proceedings, said that he experienced much pleasure in presiding over such a splendid gathering of citizens to do honour to one of the most public-spirited men in Sydney. It was not only by reason of the great loss Mr. Tart had sustained by the attack of which he had been the unfortunate victim, but because of the very great good that he had done among them. When necessity called Mr. Tart had always given freely, and he, the Mayor, had no doubt that he always would do so. He was justly regarded by all classes as one of the very best citizens in the land (Cheers.)

John W. Boone, M.L.A., who was present to represent the Government of New South Wales, said he had enjoyed the honour of Mr. Tart's acquaintance for four or five years, and had always found him to be one of the most loyal and patriotic Britishers he had ever met—(cheers and laughter)—and one of the most worthy and upright of Sydney's citizens.

As a native of the colonies, he was only too pleased to do honour to a man who, though not born beneath the flag of Britain, had complied with the laws of his adopted country, and made himself as good a citizen as any in it.—(Applause.)

Mr. J. H. Want said he had known Quong Tart since he was about the size of a piece of chalk—(laughter)—and, like a piece of chalk, he had always left a white mark behind him wherever he went. (Cheers.) Every man was proud of his friendship, and looked upon him as an honourable man. Both Mr. Tart and his brother held very high rank in China, and he (Mr. Want) thought that when the time came that the Chinese Government wanted a Consul to represent them here, they would find in Quong Tart a man who would not only do credit to China, but to New South Wales, for though he might not be a born statesman, when a little bit of what was called "savvy" was required he would be as good as any man among them. (Cheers.)

Mr. A. W. Meeks said that Mr. Tart was a man worthy of all honour as a citizen, and a man respected by all in the community, by reason of the services which he had rendered to his fellowmen. He was for ever foremost in charitable movements, and ready to put his hand in his pocket to help anybody in distress.

Professor Anderson Stuart observed that he had known Mr. Tart in many philanthropic movements, and had always found him to be one of the most generous and charitable of men. He was a worthy representative of a race which was civilised thousands of years ago, and which during those thousands of years had succeeded in preserving intact, under its forms of Government, some 400,000,000 of people. (Applause.)

Archdeacon Langley remarked that the kindness, generosity, straightforwardness, and liberality of Mr. Tart were worthy of all the praise that had been bestowed upon him. On behalf of the Church of England he offered him his warmest congratulations, and wished him the long life and happiness which so many others had already desired for him. (Applause.)

Mr. W. R. G. Lee said it was very pleasing for the Chinese to hear one of their countrymen spoken of in such high terms of respect and esteem. (Cheers.) Every word that had been uttered he could fully and heartily endorse. Mr. Tart had always been a true friend to his own countrymen.

The Mayor, on behalf of the citizens of Sydney, then presented Mr. Tart with a handsome silver salver, bearing the following inscription:—"Presented to Mr. Quong Tart, accompanied by a purse of 300g, to commemorate his restoration to health from the effects of a murderous attack, and in token of the esteem in which he is held by all classes of the community. Town Hall, Sydney, October 27, 1902." The Mayor also handed to Mr. Tart the plate and cheque referred to.

Mr. Tart, who was received with enthusiasm, said that he had never dreamed that he could have been the recipient of such a high tribute of respect, any more than he had ever dreamed that he could be the victim of such an attack. When he came to Australia—quite a youngster—he had had the extreme good fortune to get with a good family—relatives of Mr. Justice G. D. Simpson. His Honour, and Mr. Percy Simpson, and Mrs. Simpson—Mr. Tart's sister—had all been very good to him. He thought it paid to "go straight," because one never knew what might happen, and at a time like that it showed a man, at any rate, that he had made a lot of friends. He did not think that a man's colour should be taken into consideration, in estimating his worth. The world would be a very tiresome sort of place if everybody looked alike, or thought alike—suppose, for instance, that all the men in the world wanted the same woman! (Loud laughter.) He agreed with Bobby Burns that "a man's a man, for a' that," no matter what the colour of his skin, if he was made of the right stuff underneath. He was very much indebted to the committee for having organised the meeting, and to all others who had taken any part in it, and he thanked all kind inquirers throughout the country.

from His Excellency the Governor down to the Federal Minister." (Loud laughter.)

The following list of personages, societies, and official bodies from whom Mr. Tart had received messages of sympathy was then read: The Governor, the Archbishop, Federal Ministers, members of the Bar, Supreme Court and other judges, the Churches, Senators and representatives, State Ms. L.C., State Ms. L.A., Consul for U.S. of America, Consul for Russia, Consul for Argentine Republic, Consul for Japan, municipalities, Highland Society of N.S. Wales, Benevolent Society, Randwick Asylum, Juvenile Smokers' Suppression Society, Sydney City Mission, Masonic Lodge Translucency, Masonic Lodge Pythagoras, Masonic Lodge Tuscan, United Friendly Societies, United A. Order of Druids, Commercial Travellers, Undertakers' Union, Farmers and Settlers' Association, Shipwreck Relief Society, Agricultural Society, Water and Sewerage Board, Inquiry Branch Department of Mines, Lunacy Department, Railway (metropolitan division), Master Plumbers' and Sanitary Engineers' Association, staff of Ashfield Railway Station, and Tramway Department.

OPIMUM QUOTATIONS.

Hongkong, 3rd December.

To-day's quotations are as follows:—

	Per chest.
MALWA NEW	@ \$1,000/1,040
" OLDEST	@ 1,060/1,100
PATNA NEW	@ 985
" OLD	@ 1,000
BENARES NEW	@ 685
PERSIAN (PAPER)	@ 781/820

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

ON MONDAY, the 8th December, 1902, at 5 P.M., at KENNEDY'S STABLES, CAUSEWAY BAY, One AUSTRALIAN HORSE; One SET OF HARNESS; One AMERICAN FOUR WHEELED BUGGY; One HOODED BUGGY; One TRAPPING SULKY; and One SADDLE.

TERMS:—As usual. HUGHES & HOUGH, Auctioneer. Hongkong, 3rd December, 1902. [1320d]

SANITARY BOARD.

OWNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which this work should be FINISHED ends on the 31st day of DECEMBER, 1902, and the Sanitary Board, being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.

By Order of the Board,

G. A. WOODCOCK, Secretary.

Sanitary Board Office, Hongkong, 31st December, 1902. [1321d]

NOTE:—The Western Division of the City lies to the West of Morrison and East Streets.



BUCHANAN BLEND

SCOTCH WHISKY



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS

By Appointment to

H. M. THE KING

and

HRH. the PRINCE OF WALES

SOLE AGENTS

LANE, CRAWFORD & CO. HONGKONG

Shipping—Steamers.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	10th Dec., at Noon.
RUBI	2540	R. W. Almond	Do.	17th Dec., at Noon.
DIAMANTE	1980	A. H. Noley	Do.	Do.
PERLA	1980	J. McInty	Do.	Do.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd December, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
NINGPO	"TIENSHIN"	4th December.
Kobe and Yokohama	"CHINGTU"	4th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	5th "
SHANGHAI	"WHAMPOA"	6th "
NINGPO and SHANGHAI	"PAKHOI"	8th "
AMOI, SAMARANG and SOERABAYA.	"KWEIYANG"	15th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. † Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. ‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports. § See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE AND YOKOHAMA.

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	Dec. 14, 1902.
"INDRAVELLI"	4,899	W. E. Craven	Jan. 14, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	Do.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 7th December.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 14th December.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 17th December.

* VIA SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

1379c

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE.

USUAL AUSTRALIAN PORTS OF CALL. AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS. Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHANGSHA"	leaves on	5th Dec.
"CHINGTU"	"	25th Dec.
"TAIWAN"	"	25th Jan.
"TAINAN"	"	"

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeon carried.

BUTTERFIELD & SWIRE, Agents, C. N. Co., Ltd.

78ad



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR Fiume and Trieste (Direct). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"VINDOBONA" will be despatched as above on THURSDAY, the 18th December, P.M. This steamer has capital accommodation for passengers. Electric light and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents.

Hongkong, 25th November, 1902. [1197d]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"

Capt. Tadd, will be despatched as above TO-MORROW, the 4th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd December, 1902. [1302d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports on FRIDAY, the 5th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 2nd December, 1902. [1318d]



TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA, IN 48 HOURS.

THE Company's well-known Steamship

"ROHILA MARU,"

3,869 Tons,

Captain Bishop, will be despatched hence for MANILA, on MONDAY, the 8th instant, at 3 P.M.

To be followed by

"ROSETTA MARU,"

on or about 13th instant.

Magnificent accommodation. Comfortable cabins. Excellent table. Unvalued speed. Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings, 100 House Street.

Hongkong, 2nd December, 1902. [1189d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"VUENSANG,"

Captain P. H. Rolfe, will be despatched as above on MONDAY, the 8th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 2nd December, 1902. [1319d]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"ORONO".....About 10th Dec.

"CROCODON"....." 20th Dec.

1903.

"MOGUL"....." 3rd Jan.

"HINDUSTAN"....." 15th Jan.

"MACDUFF"....." To follow.

"SHIMOSA"....." To follow.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 22nd November, 1902. [1339d]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MAZAGON,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th December, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 28th November, 1902. [4]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

With S.S. "HINDUSTAN" Cargo from New York transhipped at Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th December, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th December, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th December, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED, Agents.

Hongkong, 28th November, 1902. [1343d]

Consignees.

IMPERIAL GERMAN MAIL LINE
NORDDEUTSCHER LLOYD.
HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAVERN,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 4th December, at 9.30 A.M.

All Claims must reach us before the 7th December, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 17th November, 1902. [653c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"AMERICA MARU,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

E. W. TILDEN, Agent.

Hongkong, 28th November, 1902. [1]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLENBROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"BINGO MARU,"

having arrived from the above Ports, consignees of general cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 9th instant, will be subject to rent.

All ship damaged packages must be left in the Godowns and Notice of same sent to this Office before the 12th instant, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 1st December, 1902. [1311d]

STEAMSHIP "TONKIN."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London

ex s.s. *Memphis*, and from Bordeaux, ex s.s. *Cambrai*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before 5 P.M., on the 30th November, requesting it to be held here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 6th instant, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 12th instant, or they will not be recognized.

All damaged packages will be examined on SATURDAY, the 6th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 1st December, 1902. [1004c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 2nd December, 1902. [4]

LEE LOONG.

DEALER IN

Furniture, Blackwood, Plated Glass, Crockery Ware, Brass and Iron Bedsteads and Rattan Sofas for whole sale.

JUST ARRIVED

100 1/2 D'Agulair Street.

Behind Hongkong Dispensary

Hongkong, 1st May, 1902. [499d]

Intimation.

SAVARESSE'S SANDAL CAPSULES

Not made of Cellulose, most efficacious, because absolutely pure English Oil.

Full Directions. All Chemists. Insist on Savarasse's.

EXCHANGE.

Hongkong, 3rd December.

ON LONDON, Telegraphic Transfer.....1/16 13/16

" Bank Bills, on demand.....1/6

" Credits, 4 months' sight.....1/7

" D'ments, 4 months' sight.....1/7

ON BERLIN, (demand).....M.1.60

ON PARIS, Bank Bills, on demand.....1/97

" Credits, 4 months' sight.....2/01

ON NEW YORK, Bank Bills, on demand.....3/8

" Credits, 30 days' sight.....3/8

ON BOMBAY, Telegraphic Transfer.....117

" On demand.....117

ON SHANGHAI, Telegraphic Transfer.....71 1/2

" Private 30 days' sight.....nom.

ON YOKOHAMA, T.T.....31 1/2 % prem.

Svarasse's Bank's Buying Rate.....\$12.60

Gold Leaf 100 touch, per tola.....65.35

Bar Silver.....22 1/2

Shipping.

Arrivals.

ARIEL, Norwegian steamer, 694, Joh. Rafen.

2nd Dec.—Canton and Dec., General.—Butterfield & Swire.

Gentlemen's
 Outfitting
 Department
 Now Open.
 ———
 28, Queen's Road
 Opposite
 Hongkong Hotel.

WILLIAM POWELL, LTD.,



**28 & 34, QUEEN'S ROAD CENTRAL,
 HONGKONG,**

**General Drapers, Dressmakers, Milliners, Hosiers,
 Haberdashers and General Outfitters.**

Gentlemen's
 Outfitting
 Department
 Now Open.
 ———
 28, Queen's Road
 Opposite
 Hongkong Hotel.

POWELL'S GRAND 'XMAS SHOW

OF UP TO DATE NOVELTIES. WONDERFUL STOCK OF NEW TOYS AND GIFTS.
 HUNDREDS UPON HUNDREDS OF MARVELLOUS MECHANICAL TOYS.
 SPLENDID SELECTION OF USEFUL AND PRETTY PRESENTS.

NOW ON SHOW

at 34, Queen's Road Central, Hongkong. Opposite Post Office, 1st Floor.

DOLLS! DOLLS!! DOLLS!!!

RAG DOLLS, STONE DOLLS, WAX DOLLS, KID DOLLS, DRESSED DOLLS, DOLLS THAT WALK, DOLLS THAT SLEEP, DOLLS THAT TALK, AND DOLLS THAT SQUEAK. DOLLS-HOUSES, FURNITURE, TEA SETS, DINNER SETS, WASHING SETS, TOILET SETS, AND BEDS, PRAMS, CRADLES, AND MAIL CARTS, BARROWS, AURIEL CARS, BICYCLE HORSES, TRICYCLES, ROCKING HORSES, WOOD TRAINS, TIN TRAINS, STEAM ENGINES, AIR GUNS, TRUMPETS. BRICKS, GAMES, HORSES AND CARRIAGES, MAIL COACHES, SCALES. ALL KINDS OF WOOL, SKIN, AND WOOD ANIMALS. TENNIS BATS, CORNETS, HARMONICS, PIANOS. SOLDIERS INFANTRY, CAVALRY, ARTILLERY, CORONATION PROCESSIONS. DRUMS, SWINGS, CLOWNS, ORGAN BARROWS, RACE GAMES, CLOTH TOYS, TOOLS, PLUSH TOYS, NOAH'S ARKS, CROCODILES, STABLES, CLOCK WORK TRAINS ON LINES, AIR TOYS. GOATS, CAMELS, DOGS, MONKEYS, RABBITS. NAVAL REVIEWS, STELLA GAMES, FORTS, BALANCE TOYS, SHOOTING GAMES, FROG GAMES, CANNONS, TUMBLE TOYS, CHINESE DOLLS, METAL FURNITURE, SHOES AND SANDLES, DOLLS' TRUNKS, AND TROUSSEAUX, HOPLA GAME, DRAUGHTS-MEN, CHESS, DOMINOES, FOOTBALLS, TABLE GOLF, ALL KINDS OF GAMES. NIGGERS, TIGERS, SPRING TOPS, PAINT BOXES, WHIPS, DRAWING SLATES, SWING COTS.

LARGE DOLLS, AND ROCKING HORSES, BICYCLE HORSES, MAIL CARTS AND PRAMS.

USEFUL PRESENTS.

WRITING CASES, FANS, GLOVE AND HANDKERCHIEF CASES, ELECTRO-PLATE WARE, GLOVES, LACE COLLARS, RICH FURS, DRESSING CASES, BRUSHES, CIGAR AND CIGARETTE CASES, LADIES' COMPANIONS, PHOTOGRAPH ALBUMS, FANCY PIN CUSHIONS, NIGHT DRESS CASES, HEAD RESTS, SILK LOUNGE CUSHIONS, INK STANDS, CHATELAINE BAGS, LACE TIES, PURSES, CARD CASES, UMBRELLAS, JEWEL CASES, TRINKET BOXES, WAIST BELTS, HAND MIRRORS, AND HUNDREDS OF OTHERS.

TIES, HANDKERCHIEFS, SETS OF STUDS, LINKS, TRAVELLING RUGS, UMBRELLAS, WALKING STICKS
 AND GLOVES FOR GENTLEMEN

at 28, Queen's Road Central.